

**Vision, Purposes and Priorities  
for  
Funding Waterfront Infrastructure Projects**

Think of this effort as another step towards implementing the community effort behind the 2009 Waterfront EIR. Some of the projects in that EIR have been completed or are underway, others have been changed or abandoned. Others remain. Others may be added. The next five year funding cycle will begin in about two years. The community has the opportunity to provide input on what infrastructure should be funded over the next five years.

**1. Promote public access to and use of the waterfront, including access along the waterfront and adjacent areas.**

Examples from the first round of funding include the roadway and promenade improvements in San Pedro and the waterfront improvements in and around the Banning's Landing area in Wilmington. A significant issue is how to encourage access along the waterfront and particularly among sites along the waterfront and nearby areas. When proposing access projects, we need to keep in mind the "4 1/2 minute rule", that visitors will be less likely to travel more than 4 1/2 minutes on foot to a destination. We need to make sure proposed projects do not impede or prevent intra-waterfront transportation access.

Also, some of the general public appeal for use of the waterfront has been event-driven, single day, single visit use rather than multi-day use. As we propose projects, what can be done that will encourage [and allow] multi-day visitation?

In addition, what types of uses would encourage sustained use rather than emphasizing special event use?

**2. Promote connections between the waterfront and downtown revitalization currently underway and promote and improve the connectivity of existing Port waterfront investments.**

Both Wilmington and San Pedro business districts have been working on connecting the waterfront with their nearby downtown areas. Proposed infrastructure projects could encourage people flow between the waterfront and the downtown areas. In essence, this is a type of project that has a similar but slightly different goal than the first goal.

Examples might be pathways, way-finding signage, event venues, off-street bicycle paths, stairways, viewpoints, location of opportunity sites and amenities for such sites, use of landscaping to encourage visitor flow, providing shuttle ways, event connectivity, etc.

**3. Promote increased use of the waterfront by the surrounding community.**

While the promenade in San Pedro and Banning's Landing in Wilmington are example of community connections, other examples might be view overlooks, spaces for coffee sales, small event venues, pedestrian connections other than

connections to the business districts, outdoor recreational areas such as exercise trails, public use bicycles, outdoor basketball courts, and opportunity sites for shops that serve the community as well as occasional visitors.

4. **Take into account economically impacted areas.**

Just as funds are divided between Wilmington and San Pedro, spending should be reviewed in aggregate to ensure that projects benefit a wide variety of community stakeholders: including economically disadvantaged residents, varying age groups from youth to seniors, locals and visitors. San Pedro and Wilmington have areas adjacent to the waterfront that have low availability of recreational and transportation access for youth and adults, for example. Public transportation and outdoor recreational opportunities are examples of projects that can take these needs into account.

5. **Promote a multiplier effect on future waterfront renovation.**

An example of growth inducing infrastructure might be road construction for access to otherwise unusable areas or to areas that are currently not producing jobs, use, income opportunities, etc.

6. **Promote public benefit rather than private benefit.**

While any Port funding from the Public Access Funding Plan will probably benefit private entities, projects need to provide well defined public benefit.

7. **Aesthetics and Design Criteria**

In all projects, consider aesthetics, sustainability and design principles that ensure projects improve our communities' quality of life and enhance the environment.

Examples include green walls, LEED design standards, San Pedro Urban Greening Plan, smart cities technology, native plants, etc.)

8. **Improve connectivity between Wilmington and San Pedro communities.**

The Port, in the past, planned for connections between our two communities and surrounding regions. An example would be the Red Car right of way space included along Bridges Boulevard. Whether by planning activities or physical connections, there seemed to be a desire to increase connections between our two communities. Are there projects that could address this goal?

# WATERFRONT PUBLIC ACCESS INFRASTRUCTURE IDEAS

Revised 6/25

## BACKGROUND

The Port is looking for community input into the **2020-25 Public Access Infrastructure Plan**. They are seeking new projects that directly support previously approved and prioritized projects and are critical to the Port's strategy of building **public access infrastructure** that increases visitors and investment from private developers through connecting waterfront attractions and improving the public experience of the waterfront. These are NOT grant funds, rather the funds are for projects that will be completed by the Port.

The Port has proposed 6 projects in San Pedro and 2 in Wilmington totaling \$46 million for which it wants to use these funds. Roughly \$42 million would then be available for the communities of San Pedro and Wilmington combined. The projects described herein are for the San Pedro Area. Wilmington is developing a list for their area. The Port's projects proposed for San Pedro include the following:

- Continue Harbor Blvd to 22<sup>nd</sup> St and West to Miner connecting Crafted and Alta Sea (\$19 million)
- Improvements to Signal Street in front of Alta Sea connecting to Warehouse One (\$6.2 million)
- Public Restrooms in the Town Square (\$1 million)
- Creation of a Public Landing adjacent to the Ferry Building (\$2.1 million)
- Waterfront Parking Improvements including smart parking (\$5 million)
- Electrical upgrades mandated by DWP (\$4 million)

The Joint Planning and Land Use Committees received comments in a variety of ways from over 100 people including from attendees at its March Committee meeting, two public outreach events – one at First Thursday and the other at the Friday Farmer's Market, Board meetings of the three Neighborhood Councils, and via the Northwest San Pedro Neighborhood Council website. Overwhelmingly, respondents expressed ideas about how to better activate the waterfront, make it family friendly, and provide for better connections and transit along the waterfront. They wanted restaurants and coffee places, places to gather and linger with views of the ocean. They also expressed nostalgia for the Red Car and previous components of Ports O' Call, particularly the Ports O' Call Restaurant. The emphasis on activities is consistent with recent BID feedback from travel agents that travelers are looking for experiences.

The following list of project ideas consolidates the input received and discusses how the various project ideas relate to the Vision, Purposes, and Priorities previously adopted. It also includes specific projects proposed by various non-profit organizations. **These ideas have not been prioritized or endorsed. Rather this is a list that attempts to capture and organize the ideas for discussion purposes. The ideas are listed roughly in the order of where they would occur on the waterfront moving south from the Vincent Thomas Bridge to Cabrillo Beach and Point Fermin.**

Some of the projects are well defined while others are concepts that would require the Port to work with the community to more fully develop. **The Port has indicated that it welcomes concepts. Projects should receive equal consideration regardless of whether they are in the conceptual stage or have been packaged by professionals with expertise and resources that are unavailable to the community at large.**

Many of the ideas submitted seemed to be appropriate for the new San Pedro Public Market. Those have been identified separately (see Attachment A) and will be forwarded to the developers of the Market.

## **PROJECT CONCEPTS**

### **1. Develop non-auto Transit/People Mover with connection to downtown San Pedro and along the Waterfront both landside and waterside**

This project could incorporate a variety of public input including:

- Develop tram or trolley system that includes stops at the park and ride and other parking lots, the Cruise Ship Terminals, Rancho San Pedro, downtown on 6<sup>th</sup> & 7<sup>th</sup> Streets, the Public Market, Alta Sea, Marina, Cabrillo Beach, Crafted, Iowa, Angels' Gate Cultural Center, and the Korean Bell OR reinstall tracks and bring back Red Car and connect to Wilmington
- Create a Water Taxi connection with docks for the service
- Install Street murals, decorative crosswalks, and way finding signs connecting to downtown and the cultural and historic district
- Create Welcome Center at Cruise Ship Terminal with map of San Pedro, brochures, and rubber stamp for "Passports"
- Construct bicycle path and more bicycle parking connected to downtown

Comments: Moving people along the waterfront both on foot and by transportation other than car was one of the most-mentioned project/concept we received. The goal here is to improve connections along the waterfront, with downtown San Pedro, and to other visitor serving amenities. To the extent possible, this transit should be on a right of way other than that used by cars to help improve the flow of traffic along Harbor Blvd which will increase in importance with increased visitors to the waterfront and increased use of the outer harbor cruise terminal. It also needs to have the flexibility to deal with the influx of attendees for special events. The mode of transit should also serve as an attraction as the Red Car did. Parking at both ends of town is an essential element of getting people out of their cars. The Department of Transportation has recently approved protocols for decorative crosswalks and street murals. Installing these where the Port connects to downtown San Pedro would be relatively inexpensive and would help connect the waterfront to downtown. It also can potentially connect different community members who might otherwise never cross paths, promoting cultural awareness and an understanding of different perspectives.

Purposes and Priorities: This project addresses the connection of the waterfront and downtown revitalization and improves the connectivity of existing Port waterfront investments while improving the public's waterfront experience. Properly designed, it would take into account the economically impacted areas of Rancho San Pedro and Barton

Hill, and address the needs of a variety of stakeholders from youth to seniors, locals and visitors. It addresses the 4 ½ minute rule by providing easier access to activities along the waterfront and to downtown. Potentially such a project could provide for a connection to Wilmington. Decorative crosswalks and street murals could become part of a larger effort undertaken in the Arts/Cultural District. It may also promote multi-day use of the waterfront by providing better access for cruise ship passengers and other visitors.

**2. Create active people-friendly spaces on the waterfront** suitable for activities such as dancing at night (swing dance, folk dance), art exhibits, community maker's space where residents can gather to work on creative projects; live music, outdoor movies; possible permanent amphitheater where the stage is for Cars and Stripes; and spaces for performers e.g. jugglers & musicians. Install "**photo spots**" such as a giant photo frame with the PV hills as backdrop and a mini Hollywood Sign so cruise tourists can skip Hollywood and stay in Pedro; could include virtual photo opportunities. Some participants referred to these spaces as "linger spaces" where people can come to enjoy the waterfront.

Comment: This concept incorporates a number of different suggestions for how to activate our waterfront in the space between the Vincent Thomas Bridge and the Public Market. It would promote interaction among our very diverse community. Some of these ideas may be incorporated into the Town Square. The space available may increase if the Iowa moves. It would require the Port to work with the Chamber, Neighborhood Councils, and Community to develop a plan prior to any implementation. This cooperative planning process would promote a sense of ownership within the community.

Purposes and Priorities: This concept addresses the priority for promoting public access to, and use of, the waterfront and the priority for promoting increased use of the waterfront by the surrounding community, including benefiting a wide variety of community stakeholders, by providing the infrastructure for a variety of engaging activities along the waterfront. It addresses the 4 ½ minute rule by spacing out activities along the waterfront. It also takes into account the economically impacted areas due to its location directly across from Rancho San Pedro. Additionally, it would serve cruise ship passengers and crews along with other visitors to the waterfront. Done properly it could encourage additional visitors to the waterfront for activities such as dancing, small concerts, and art shows thus also potentially benefiting local businesses.

**3. Create open recreational area** adjacent to promenade in front of the Iowa for use by fire fighters, local residents, and cruise passengers; Install children's play equipment, basketball, shuffleboard; volleyball, bocce ball, and/or handball courts and plant trees in the Parking lot adjacent to the Iowa while still allowing space for activities such as the Cirque du Soleil with a path connecting the parking lot to the promenade.

Comments: This project reflects the ideas submitted by a number of community members for additional recreational opportunities along the waterfront as well as places to linger and is consistent with a concept developed previously by the NWSPNC Port Committee. Given all of the housing proposed for downtown San Pedro and Rancho San Pedro, there will be an increased need for active recreation and open space for all age groups. This project would need further development with input from the community and could be developed in conjunction with the creation of "people friendly" spaces described above. It

project could be constructed in such a way that it does not preclude use for parking if needed. The amount of space available for development might expand if the Iowa is moved.

Purposes and Priorities: This concept addresses the priority for promoting public access to, and use of the waterfront, and the priority for promoting increased use of the waterfront by the surrounding community. It also takes into account the economically impacted areas due to its location directly across from Rancho San Pedro. Additionally, it would serve the firefighters, cruise ship passengers and crews along with other visitors to the waterfront. This proposal also addresses the desire for aesthetics and design criteria that enhance the environment through the addition of trees to the parking lot.

#### **4. Upgrade the Ralph J Scott Enclosure**

This is a proposal to upgrade the tent that currently covers the Ralph J Scott to provide public access and to add a viewing platform.

Comments: This concept was submitted by the volunteer non-profit organization that currently manages this Fire Department owned asset. The Ralph J Scott was built in 1925 in San Pedro and served as the Port's main fireboat until it was taken out of service in 2003. Volunteers have been working since that time on restoration work that is nearly complete and want to open it to the public as a museum. They have submitted a separate proposal to the port for funds for the display cases, etc. The museum would be run by the same 501(c) 3 that operates the Fire Station museum at San Pedro City Hall. They estimate that it would cost \$750,000 to upgrade the tent and add a viewing platform. Ultimately they are looking for \$8 million to construct a permanent land based home for the boat. As currently envisioned, the museum would be run by volunteers, but eventually they would like to have staff. Is there a better way to connect this to the Maritime Museum or the Iowa?

Purposes and Priorities: Opening the Ralph J. Scott to the public would create an additional attraction on the waterfront in an area that currently is underused.

**5. Complete bridge to breakwater promenade** by continuing it from the end of the Public Market past Alta Sea as Point Fermin Park/Korean Bell with multipurpose path for walking, rollerblading, scooters, biking; coastal trail signage; additional history/environmental signage; bicycle parking; public art, a pedestrian and bicycle bridge across Harbor Blvd connecting the neighborhood near Crafted to the Public Market and waterfront, and an underwater viewing area. Incorporate wetland habitats where appropriate.

Comments: This is a relatively inexpensive proposal that would greatly improve connectivity, improve the public's waterfront experience, and promote community interaction. A preliminary design has been developed but would need to be modified to continue it to Point Fermin Park. The community could participate in designing some of the walkway. Incorporation of an underwater viewing area would also be a draw to the pathway, although this concept could be incorporated anywhere along the waterfront, it may trigger a need to clean up the area to be viewed. Wetland habitats could create a draw of their own while serving as a buffer against sea level rise.

Purposes and Priorities: This project promotes the public access to, and use of, the waterfront, including access along the waterfront and adjacent areas. Of particular significance is the tie to the coastal trail that would both attract visitors and have the potential for promoting multi day use. It also promotes increased use of the waterfront by the surrounding community and improves the connectivity of existing Port waterfront investments while promoting walking and bicycling rather than driving between them.

**6. Relocate Iowa** to the fishing slip near the Public Market; construct a Veteran's Plaza, Veteran's Memorial, and Liberty Point Park on the landside.

Comments: This Iowa had 450,000 visitors last year. This proposal Support of this project could be conditioned on the Port recognizing and applying to PAIP funding the increase in Port revenues from the San Pedro Public Market, Iowa, and Port use of the dock currently used by the Iowa. Further, the Port should recognize the increase in City revenues from sales taxes, possessory interest taxes, and job benefits. was submitted by the non-profit that manages the Iowa. It would involve dredging the slip, berthing the ship, and creating landscaped park space in front of it. A closely related proposal, submitted by a member of the public, would build a Veteran's Memorial listing the San Pedro residents that died in WWI, WWII, Korea, and Viet Nam (estimated cost \$28,500). The Veteran's Memorial could be placed at the existing Iowa site and built in such a way that it could be moved. The placement of the Iowa at this location would not interfere with the fishing boats.

Purposes and Priorities: Moving the Iowa would increase the connectivity between the Iowa and the Public Market and potentially draw more visitors to both, particularly the Public Market. It has the potential to increase spending per visitor. It would free up the existing space for other future opportunities. At the Iowa's current location, the parking lot creates a physical barrier between it and the promenade decreasing accessibility and connectivity. The proposed memorial could be built in either location and could be built in such a way that it could be moved. The move of the Iowa raises an issue of to what extent it provides public benefits. The development of the park space, accessibility features, and the proposed memorial provide the greatest public benefits. Support of this project could be conditioned on the Port recognizing and applying to PAIP funding the increase in Port revenues from the San Pedro Public Market, Iowa, and Port use of the dock currently used by the Iowa. Further, the Port should recognize the increase in City revenues from sales taxes, possessory interest taxes, and job benefits.

## **7. Create a Waterfront RV Park**

Comments: A possible site for such a park would be the old Westways site, some of the area around Crafted, or the parking area near the current location of the Lane Victory. A number of waterfront jurisdictions around the world have such facilities. It could be operated by the City or County Department of Parks and Recreation such as the ones operated by the City of Tahoe, County of Los Angeles, County of San Diego, and County of Ventura, or it could be contracted to a private entity such as the Golden Shore RV Resort in Long Beach or an entity such as KOA, and could be a source of revenue to the Port, for example, the Golden Shores RV Park charges \$69-\$79 per night. As with any good RV park, use would need to be carefully regulated.

Purposes and Priorities: This would meet the purpose of increasing access to the waterfront, particularly the goal of increasing multi-day use. It would also provide lower cost visitor accommodations. At the same time, depending on how it is operated, it could be more of a private asset. The Port could develop the needed infrastructure and then release an RFP to secure a developer and private operator in which case it might be subject to the same type of revenue agreement suggested for the Iowa or Crafted.

#### **8. Repairs to the Lane Victory/Return to Service Plan**

This proposal was submitted by the volunteer non-profit that manages the Lane Victory to make the repairs necessary to make it operational again.

Comments: The Lane Victory was built in San Pedro and served in three wars. It is the last remaining unaltered Victory Ship and contains two museums: World War II and the Korean War. Previously it took approximately 4 trips per year to Catalina. Currently it is inoperable and they estimate it will cost approximately \$4 million to put it back into operation. There may be an issue as to whether repairs to the engine are infrastructure. Can this be better connected to the Iowa or the Maritime Museum?

Purposes and Priorities: Operating cruises on the Lane Victory could result in some increase in usage of the waterfront, however 4 cruises per year would have a limited impact. Need to consider to what extent this is a public benefit. The cost of the cruises when previously offered, were beyond the reach of most lower income families.

#### **9. Create a small Conference Center for groups of 500-2500 people.**

This concept was submitted by Crafted, a port tenant. Until recently, Crafted has served as a conference center for our community using event-based permits. Since the ghost ship fire, the Department of Building and safety has been unwilling to issue any more permits. As a result, San Pedro has lost potential conferences to other jurisdictions.

Comments: This proposal would meet an identified community need. Conferences allow an opportunity to address many port-related issues such as blue technology and expose participants to the economic and cultural benefits of San Pedro. There is also a need for local private event space (e.g. weddings, quinceanera parties). Crafted has a specific proposal for seismic retrofit (estimated at \$5 million) and an upgrade to their parking lot (estimated at \$2.8 million). Crafted currently leases this area from the Port and they have indicated a willingness to provide some portion of the cost. One possibility to consider would be a loan to Crafted, paid back from revenues received from event rentals. Brouwerij West would also benefit from this proposal and should contribute towards the costs. A good conference center could have the additional benefit of bringing additional employment opportunities.

Purposes and Priorities: This proposal would address the promotion of public access and has the potential to encourage multi-day visitation. It also has the potential to have a multiplier effect by making potential employers and investors aware of port and community assets. If this were to be done at Crafted, the agreement should be negotiated with the Port in a way that includes public benefits. One possibility is to condition support on the Port recognizing and applying to PAIP funding the increase in Port revenues from



Crafted and Brouwerij West. Further, the Port should recognize the increase in City revenues from sales taxes, possessory interest taxes, and job benefits.

**10. Improve 22<sup>nd</sup> St Park** including re-landscaping with drought resistant plants and bird habitat; picnic areas; and other visitor serving amenities (see park ideas in Attachment A).

Comments: This is a relatively inexpensive proposal to upgrade an existing Port asset with community serving amenities. It meets the desire expressed by many community members for increased recreational opportunities and is consistent with a concept previously proposed by the NWSPNC Port Committee.

Purposes and Priorities: Increased amenities and new features can be expected to increase usage of this Port asset. In addition, the plan would address the aesthetics and design criteria by using native and drought resistant plants.

### **11. Cabrillo Beach Enhancements**

This proposal incorporates a number of ideas submitted by the public and a proposal from the Cabrillo Beach Boosters.

- Build picnic pavilions on outer beach in roughly the area where they previously were – suggestion from Cabrillo Beach Boosters for approximately \$3.5 million
- Re-landscape and repave Cabrillo parking lot
- Walking path & consistent signs, new & coordinated signage from the Marina to Cabrillo Beach; Ca Coastal Trail Signs
- Build boathouse and pier in the inner harbor with a location to rent kayaks, parasailing, etc. and a possible restaurant (Cabrillo Beach Boosters estimate the cost at approximately \$5.2 million)
- Expand youth sailing program to include adults and create a system for checking out sailboats; publicly funded sailing school
- Designate area at beach for use by dog's like Rosie's in Long Beach
- Incorporate wetland habitats where appropriate

Comments: The Port currently has a Master Plan. This proposal would call for an updating of that plan as it relates to the area between the Youth Camp and Cabrillo Beach, including looking at the suggestions submitted by the Cabrillo Boosters and other community members. The walking path and signage are incorporated into number 5 above but are also included here as they are specific to this area. The expansion of the youth sailing program could also lead to future interest in careers that would not otherwise have been considered. This might also provide some potential opportunity for a 2028 Olympic event as well as college rowing teams. Proposal to build picnic pavilions on the outer beach may be problematic since the outer beach is not in the Harbor District.

Purposes and Priorities: This plan has the potential to promote public access to and use of the waterfront through improvements to Cabrillo Beach and the expansion of the sailing program. The sailing program has the potential to provide additional recreational opportunities for low-income individuals.

## **12. Cabrillo Aquarium Upgrade Exhibits and Repair Life Support System**

This proposal was submitted by the non-profit Friends of the Cabrillo Aquarium.

Comments: Cabrillo Aquarium is a teaching aquarium with approximately 300,000 visitors per year, roughly half of whom are school children. This proposal is to update the static exhibits in the main exhibit hall built in 1981 to make them more experiential and to repair the life support system, the system for supplying water to the tanks that has begun to leak. Friends of the Aquarium have requested \$10.5 million for this purpose. The Port and Recreation and Parks have the primary responsibility for funding and managing the Aquarium. There is an \$80 million master plan for the aquarium. They hope that funds from the Port would help them in soliciting other funds.

Purposes and Priorities: This project, although not a "new" project, has the potential for some increased use of the waterfront and provides opportunities for low-income individuals.

**13. Create An Interactive Children's Museum** with Port related virtual experiences-container crane operator, ship pilot, train engineer, marine diver – ala Discovery Cube in Orange Co. or Astoria Maritime Museum

Comments: This proposal came from an individual and combines input from several other individuals. There is no specific location specified for this proposal. Similar museums in other communities have been very successful. At this point, infrastructure funds would be needed to develop a plan. There is no specific operator proposed although the Department of Recreation and Parks could be approached or it could be a 501(c)3. Some consideration needs to be given to whether this is actually an expansion/update to the existing Maritime Museum.

Purposes and Priorities: This proposal addresses the promotion of public access and the increased use of the waterfront by the surrounding community. It has the potential to benefit economically impacted areas. It would also add to the number of activities that encourage multi-day visits to the waterfront.

### **OTHER INPUT**

We received a number of excellent ideas that are not included in the above list of projects. As delineated in Attachment A, some of these were ideas for how to activate the waterfront but were not infrastructure. It was very clear that the community would like for the port to sponsor more ongoing activities on the waterfront and this list provides some of those ideas. We recommend that the Port Create a Director of Tourism and Waterfront Activities position to improve focus on waterfront activities and set aside a budget for such activities with the opportunity for public input.

We also received a number of excellent ideas that seemed to relate to the new Public Market. These ideas have been shared with the developer and many of them will be incorporated into the plans for the Market. It should be noted, however, that while the developers can make space available or encourage particular types of tenants (e.g. a cheese

maker, they cannot guarantee that a particular type of business will want to be a part of the market).

Some of the ideas and comments we received were of a more general nature, but are worth the Port reviewing as it provides a window on public opinion. For example these comments included one that the port should ensure stroller access and another asking that a percentage of any jobs created be dedicated to San Pedro residents – both good goals.

Finally, there were a few ideas that did not appear to meet the requirements of the Tidelands Trust Act and a few others that, while interesting, did not appear to be appropriate for these funds at this time.

DRAFT

## ATTACHMENT A Other Ideas for the Waterfront

### Ideas to Activate the Waterfront/Not Infrastructure

- More frequent festivals including iconic arts festivals
- Popup library
- Farmer's Market
- Art Shows
- Musicians & other Performers
- Weekend market like the Rose Bowl Swap Meet – collectables, etc.
- Educational events to teach about environmental conservation; aquarium learning center;
- Educational programs to engage students and artists in developing a superior west coast art district

### • Suggestions that appear to be intended for inclusion in the San Pedro Public Market

- Great lunch & dinner restaurants with views including a coffee shop or brunch place;
- Commercial chain restaurants eg PF Chang; Cheesecake Factory
- Outdoor seating with heat lamps; places to enjoy views
- Dog friendly restaurants; doggy water fountains
- An independent coffee roaster retailer (not Starbucks)
- Winery & wine education
- Cheese maker & education
- Cooking school
- Tea shop with education
- A pop-up restaurant where surprise chefs and celebrity chefs can serve dinner
- Should not become so gentrified that only super affluent folks can go there
- Outdoor space for concerts, musical theater, live theater with areas to picnic before
- Live performances (H.E.K., Ellamani, etc); name performers
- Something similar to the LA Farmer's market, NOT THE GROVE
- Similar to the PIKE in Long Beach with shopping area, fast food & restaurants
- Construct Iconic Sky Tower/lookout tower/light house; small Ferris Wheel, Viewing Wheel such as the one in Seattle (think a smaller version of the London Eye); the former Ports O Call Sky Ride may be available – it is currently on an island in Canada and is no longer in use
- Attractions: such as Movie theater; go-karting; zip-line
- Stores: candy shop; vintage shops; bakery, Swedish clogs, puzzle rings, Van's Belgian Waffles
- Place to get a great drink under twinkly lights near the waterfront
- Bar or taproom/brewery
- Local seafood market
- Public artisans
- Underwater viewing area
- Tarot/astrologers/gypsies tents, etc
- Singers, musicians, etc.
- Beautiful Water fountain
- Party rental space
- Splash pad for kids
- Wishing well
- Bring Back Ports O Call Restaurant

### **Park Usage Ideas**

- Children's Playground
- Skate park
- Zip Lines
- Mini golf
- Frisbee golf
- Dog park
- Wave tank

### **General Comments/Ideas:**

- Focus on the Community/Create Family Atmosphere/Kid friendly environment/space for youth to have fun and grow in meaningful ways
- It should reflect our community; keep authentic to Port Culture
- Need outdoor, healthy entertainment that is also affordable for families
- Preserve/Expand views of the water from Harbor Blvd.
- How will you get all of the traffic off of the Freeway?
- Save your fishermen; keep fishing boats at old Ports O' Call
- Make San Pedro well known as an arts district
- Increase Police patrol
- More Greenery; Incorporate Urban Greening Program and LEED criteria in all projects;
- Ensure Wheelchair and Stroller access
- Do something about homelessness
- Dedicate a percentage of jobs to those living in San Pedro zip codes
- Need places that stay open until at least midnight. Tourists are disappointed at how early everything closes up
- Create places where people can park or sit and view the water and ships
- Signage should be coordinated throughout the waterfront and downtown San Pedro
- Provide good lighting
- More free parking; parking North of the Vincent Thomas Bridge
- Create place to buy coffee at the Town Square
- Incorporate wetlands where feasible. Wetlands are a crucial ecosystem for future climate correction and long-term sustainability. Wetland habitats are long-term carbon sinks. "Blue carbon" planning as an ecosystem service provides added value for wetland protection. Coastal habitats are visually pleasing, attract migratory birds (tourist attraction) and provide numerous benefits including improved water quality and shoreline stabilization.

### **Ideas that do not appear to meet the Tidelands Trust Act**

- Place where Jehovah's Witnesses can set up their literature stand
- Grocery & CVS type store close to Cruise Terminal - this should be considered as part of the redevelopment of Rancho San Pedro
- Stadium for the Angels
- Community Garden
- Petting Zoo
- Safe spaces for youth to include juice bar, gaming, workshops on various topics, study rooms, etc., just their own space - perhaps there is a way to do some of this at the Cabrillo Bathhouse?
- Women's Empowerment Center
- Amusement park like Santa Cruz or the Pike including arcades

### **Ideas that do not appear appropriate for this source of funds**

- Refurbish Sand at Cabrillo - This is County of LA, not Port

- Open **Sunken City** to the Public - Not in Harbor District
- Construct Lodging made from shipping containers that could also introduce people to shipping container construction. Boutique experience oriented hospitality lodging will bring traffic, spending, and anchor San Pedro as a destination to stay and play

DRAFT

From: **DOUGLAS EPPERHART** epperhart@cox.net   
Subject: PAIP draft letter  
Date: July 1, 2019 at 8:04 AM  
To: Robin Rudisill wildrudi@mac.com, Noel Gould aquarianstudios@hotmail.com

DE

I've been talking to Central, Northwest, and the chamber about PAIP positions. There seems to be some consensus around connectivity. This is what I came up with. I'm just at the point of starting to circulate it and welcome any and all feedback. The Central NC port committee is meeting tonight and I will be attending to present this idea. If I have time today, I'll also prepare a motion to go with this. Diana Nave's document that was discussed at the joint planning committee is also intended to be appended as indicative of what was discussed.



Response draft  
1.docx

Each of the proposals enumerated in the appended document are worthy of consideration and would bring benefit to the community. According to the Port, the funds available from the Public Access Investment Plan program are intended specifically for capital improvement projects.

A number of waterfront developments are already in various stages of planning and construction. Many of the suggestions from the community will likely be considered and perhaps achieved as part of ongoing projects including the San Pedro Public Market and Alta Sea, and further developments in the area of Crafted, Cabrillo Way Marina, and a future cruise ship terminal.

Factors considered when determining how the Public Access Investment Plan funds should be spent included the following:

#### PUBLIC ACCESS

**Broad appeal and utility:** Works that are used by a wide cross-section of the visitor and residential communities and are not aimed at a particular subset of individuals.

**Availability and frequency of use:** Works that are available and accessible for use most of the time; ideally 24 hours a day, seven days a week.

**Cost of use:** Works that are available and accessible for individual use at no or low cost.

#### INVESTMENT

**Highest return on expenditure of funds:** Works that provide the greatest use at the least cost.

**Permanence/sustainability:** Works that are maintained at the least cost for the longest time.

**Lasting effect of dollars spent:** Works that remain popular and widely used over a long span of time.

Finally, we considered how closely projects match the Port's Public Access Investment Plan criteria.

#### RECOMMENDATIONS

We recommend that the Public Access Investment Funds be directed to works enhancing connectivity between the neighborhoods adjacent to the waterfront (ranging from the Vincent Thomas bridge to Point Fermin). We particularly recommend the development of pathways for individual access (pedestrian and personal vehicles such as bicycles, scooters, and skateboards).

Additionally, we recommend the development of connective pathways linking various sites along the waterfront (both next to the water and inland nearer Harbor Boulevard). These should include a tram or other powered vehicle system intended to move large numbers of individuals. Such a system should be designed for eventual expansion into the community.

It should be remembered that one of the earliest promises of waterfront development was a waterside promenade from the "bridge to the breakwater".

Finally, we recommend that an amount not to exceed \$1 million be dedicated to creating a plan and guide to implementation for connectivity projects as a means to most effectively and efficiently build for the future. Such a process should be limited in time and scope so that projects can be begin work as soon as possible.



Resolved, the Central San Pedro Neighborhood Council recommends that Port of Los Angeles Public Access Investment Plan funds allocated for the 2020-2024 round be expended on a design process incorporating public input, and development and implementation of a comprehensive plan for infrastructure projects focused on connecting the community and waterfront areas, facilitating movement of individuals along the waterfront, and providing active recreational opportunities.

Each of the proposals enumerated in the appended document are worthy of consideration and would bring benefit to the community. According to the Port, the funds available from the Public Access Investment Plan program are intended specifically for capital improvement projects. We recognize that some of the proposals do not meet these criteria.

A number of waterfront developments are already in various stages of planning and construction. Many of the suggestions from the community will likely be considered and perhaps achieved as part of ongoing projects including the San Pedro Public Market and Alta Sea, and further developments in the area of Crafted, Cabrillo Way Marina, and a future cruise ship terminal.

Factors considered when determining how the Public Access Investment Plan funds should be spent included the following:

#### PUBLIC ACCESS

**Broad appeal and utility:** Works that are used by a wide cross-section of the visitor and residential communities and are not aimed at a particular subset of individuals.

**Availability and frequency of use:** Works that are available and accessible for use most of the time; ideally 24 hours a day, seven days a week.

**Cost of use:** Works that are available and accessible for individual use at no or low cost.

#### INVESTMENT

**Highest return on expenditure of funds:** Works that provide the greatest use at the least cost.

**Permanence/sustainability:** Works that are maintained at the least cost for the longest time.

**Lasting effect of dollars spent:** Works that remain popular and widely used over a long span of time.

Finally, we considered how closely projects match the Port's Public Access Investment Plan criteria.

#### RECOMMENDATIONS

We recommend that the Public Access Investment Funds be directed to works enhancing connectivity between the neighborhoods adjacent to the waterfront (ranging from the Vincent Thomas bridge to Point Fermin). We particularly recommend the development of pathways for individual access (pedestrian and personal vehicles such as bicycles, scooters, and skateboards).

Additionally, we recommend the development of connective pathways linking various sites along the waterfront (both next to the water and inland nearer Harbor Boulevard). These should include a tram or other powered vehicle system intended to move large numbers of individuals. Such a system should be designed for eventual expansion into the community.

It should be remembered that one of the earliest promises of waterfront development was a waterside promenade from the "bridge to the breakwater".

Additionally, projects providing active recreational opportunities should be pursued to ensure that the waterfront is a lively and dynamic place enjoyed by a broad spectrum of the populace.

Finally, we recommend that an amount not to exceed \$1 million be dedicated to creating a plan and guide to implementation for connectivity projects as a means to most effectively and efficiently build for the future. Such a process must incorporate public input and should be limited in time and scope so that projects can garner wide support and begin work as soon as possible.